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(54) Fastening assembly for vehicle seat upholstery.

(57) An assembly (1) for fastening upholstery (2) to the padding (3) of a vehicle seat, which assembly comprises a bar (4) sunk inside the padding (3), and a flexible plastic section (6) stitched to the upholstery (2) and secured to the bar (4) by means of a number of metal fasteners (12).

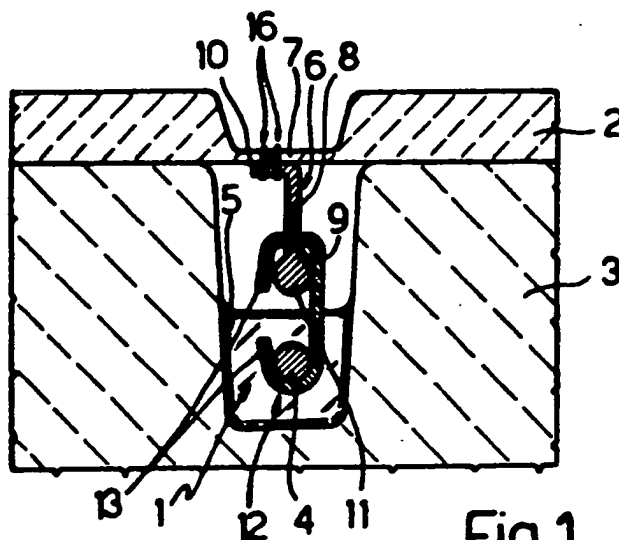


Fig.1

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## FASTENING ASSEMBLY FOR VEHICLE SEAT UPHOLSTERY

The present invention relates to a vehicle seat upholstering assembly, in particular, for fastening upholstery to the seat padding.

The standard practice for securing upholstery to the padding on vehicle seats is by means of assemblies consisting of pairs of bars or rods, of which one is sunk inside the padding and the other housed inside a tubular fabric sheath integral with (e.g. stitched to) the upholstery; which bars or rods are connected together by means of a number of metal fasteners. The said rods are usually of steel and straight in shape, to enable insertion inside the said sheath.

The portions whereby the upholstery is secured to the padding, which are usually in the form of visible stitching defining and separating loosely padded portions of the upholstery, form the pattern characterising the design of the seat.

Using known fastening assemblies, the said portions cannot be other than straight, in order to match the underlying rods, which fact poses serious limitations in terms of seat pattern design.

The aim of the present invention is to provide a fastening assembly for securing upholstery to the padding of a vehicle seat and designed to overcome the aforementioned drawback typical of known fastening assemblies of the aforementioned type.

With this aim in view, according to the present invention, there is provided a fastening assembly for securing upholstery to the padding of a vehicle seat, which assembly comprises a first element integral with the said padding; a second element securable to the said upholstery; and means for connecting the said first and second elements; characterised by the fact that the said second element is a flexible section having a portion designed for direct fitment to the said upholstery.

A preferred embodiment of the present invention will be described with reference to the accompanying drawings, in which :

Fig.1 shows a section of a fastening assembly for securing upholstery to the padding of a vehicle seat, in accordance with the teachings of the present invention;

Fig.2 shows a view in perspective of an element on the Fig.1 assembly prior to fastening;

Fig.3 shows a schematic view of a vehicle seat featuring the fastening assembly according to the present invention.

Number 1 in Fig.1 indicates a fastening assembly for securing upholstery 2 to the padding 3 of a vehicle seat. Assembly 1 comprises a round-section bar 4 conveniently formed of steel, which is housed inside a recess 5 in padding 3, and por-

tions of which are sunk inside the said padding 3. Bar 4 and respective recess 5 may be curved as required.

Assembly 1 also comprises a flexible section 6 preferably formed of plastic, curved so as to match bar 4, and secured, e.g. stitched, to a thinner portion 7 of upholstery.

As shown clearly in Fig.2, section 6 presents an initial elongated-straight-section rib 8 having a number of equally-spaced longitudinal slots 9 aligned in the vicinity of a longitudinal edge 11 substantially in the form of a cylindrical projection and which provides for strengthening.

When upholstering the said seat, edge 10 of section 6, opposite the said edge 11, is bent, conveniently by applying heat, into a tab 10 integral with and perpendicular to rib 8 (Fig.1). In actual use, the said tab 10 is stitched to upholstery 2, as shown schematically by stitches 16 in Fig.1.

Section 6 and bar 4 are brought together, so that section 6 is also housed inside recess 5, and connected together by means of a number of substantially C-shaped metal fasteners 12, which engage a respective slot 9 on section 6, and the opposite ends 13 of which surround the said edge 11 and bar 4. The grip of fasteners 12 is such as to bring together section 6 and bar 4 and so bring upholstery 2 into contact with padding 3.

Fig.3 shows an example of fastening assembly 1 according to the present invention applied to a vehicle seat 14, on which the straight and curved fastening portions 7 are clearly visible.

The advantages of fastening assembly 1 according to the present invention will be clear from the foregoing description. Firstly, flexible section 6 provides for an infinite variety of patterns, unlike known systems which are limited to straight lines. Secondly, in addition to being secured using metal fasteners, in exactly the same way as traditional rods, the said section may be stitched directly to upholstery 2, thus eliminating not only the rod but also the respective fabric sheath. Finally, the said section 6 may be employed on any type of seat, and for upholstery of any type or design, with obvious advantages in terms of scale economy.

To those skilled in the art it will be clear that changes may be made to assembly 1 as described and illustrated herein without, however, departing from the scope of the present invention. For example, changes may be made to the shape of section 6, and to the manner in which it is secured to both upholstery 3 (e.g. electrowelded) and to bar 4.

**Claims**

1) - A fastening assembly for securing upholstery to the padding of a vehicle seat, which assembly comprises a first element integral with the said padding; a second element securable to the said upholstery; and means for connecting the said first and second elements; characterised by the fact that the said second element (6) is a flexible section having a portion (10) designed for direct fitment to the said upholstery (2)

2) - A fastening assembly as claimed in Claim 1, characterised by the fact that the said section (6) is formed of plastic, and the said portion (10) is stitched to the said upholstery (2).

3) - A fastening assembly as claimed in Claim 2, characterised by the fact that the said section (6) presents, at least subsequent to fastening the said upholstery (2) to the said padding (3), a substantially L-shaped section comprising a tab (10) and a rib (8) perpendicular to and integral with each other; the said tab (10) constituting the said portion stitched to the said upholstery (2).

4) - A fastening assembly as claimed in Claim 3, characterised by the fact that the said rib (8) presents a number of openings (9) for securing the said section (6) to the said first element.

5) - A fastening assembly as claimed in Claim 4, characterised by the fact that the said openings are equally-spaced longitudinal slots (9).

6) - A fastening assembly as claimed in one of the foregoing Claims from 3 to 5, characterised by the fact that the said rib (8) on the said section (6) presents a longitudinal strengthening projection (11) extending from the opposite side to the said tab (10).

7) - A fastening assembly as claimed in any one of the foregoing Claims, characterised by the fact that the said first element is a bar (4) shaped to match the said section (6), housed inside a respective recess (5) in the said padding (3), and portions of which are sunk inside the said padding (3).

8) - A fastening assembly as claimed in one of the foregoing Claims, characterised by the fact that the said connecting means comprise a number of metal fasteners (12).

9) - A fastening assembly as claimed in Claim 8, characterised by the fact that the said metal fasteners (12) are C-shaped and engage a respective said opening (9) on the said section (6); opposite ends (13) of the said fasteners (12) surrounding the said longitudinal projection (11) on the said section (6) and the said bar (4).

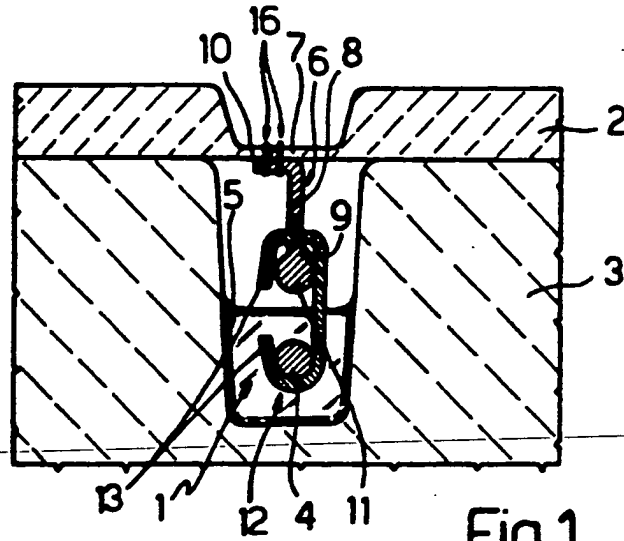


Fig.1

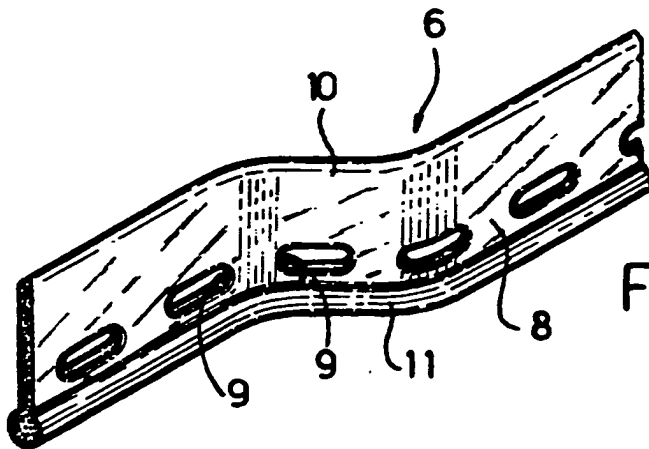


Fig.2

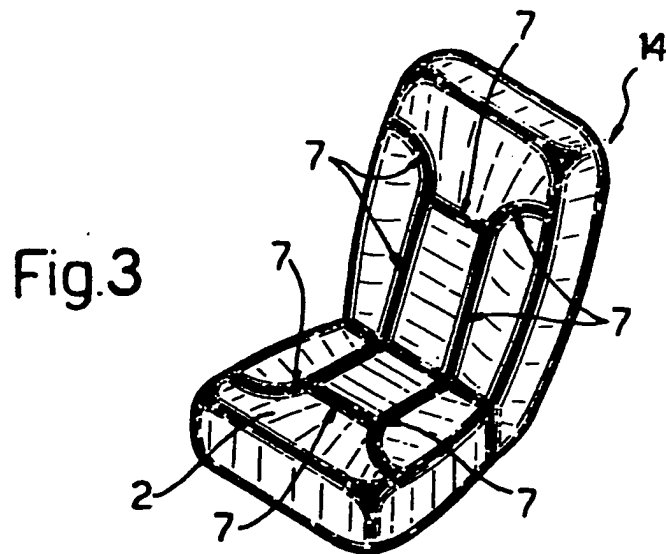


Fig.3



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# EUROPEAN SEARCH REPORT

Application Number

EP 88 10 2196

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 4)
Y	DE-A-2 030 094 (FIAT) * Page 4, line 18 - page 6, line 3; figures *	1-3	A 47 C 31/02
A	---	6-9	
Y	US-A-3 794 378 (HASLAM) * Column 2, lines 30-40; figures *	1-3	
A	---	6	
A	GB-A-2 046 588 (BAYERISCHE MOTOREN) * Page 2, lines 4-21; figures *	1,2,4,8 ,9	
			TECHNICAL FIELDS SEARCHED (Int. Cl.4)
			A 47 C B 60 N
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 18-05-1988	Examiner VANDEVONDELE J.P.H.
<b>CATEGORY OF CITED DOCUMENTS</b>			
<b>X</b> : particularly relevant if taken alone <b>Y</b> : particularly relevant if combined with another document of the same category <b>A</b> : technological background <b>O</b> : non-written disclosure <b>P</b> : intermediate document			
<b>I</b> : theory or principle underlying the invention <b>E</b> : earlier patent document, but published on, or after the filing date <b>D</b> : document cited in the application <b>L</b> : document cited for other reasons <b>&amp;</b> : member of the same patent family, corresponding document			

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